

GREAT DISASTER AT SEA.

(Continued from page 11.)

ious inquiries were received also by long distance telephone.

Multitudes remained in the vicinity of Bowling Green throughout the day hoping against hope that their loved ones were included among the it is too early to get reports from survivors on board the Carpathia, which is now speeding to New York with the passengers who were rescued from the life-boats after the Titanic sank.

Clerks in the White Star offices were kept busy informing those seeking news that no information had been received from the Carpathia or the Olympic. The incomplete list of survivors was posted at the entrance of the White Star offices. Those who failed to find the names of their kin or friends in this list could only hope that when the complete roster of the rescued was received it would bring welcome news.

When word reached the scores of men and women crowded into the narrow corridors of the offices that Vice-President Franklin of the International Marine Company had announced that he was confident that the Virginian and the Parisian of the Allan Line had none of the Titanic's passengers on board an atmosphere of deep depression prevailed.

Newspaper men were besieged by the anxious inquiries who could not believe that the White Star officials were giving out all news of the disaster.

Vice-President Franklin was locked in his private office throughout the day and few persons were permitted to see him.

Mrs. Benjamin Guggenheim, wife of the smelter millionaire, was one of the first visitors in the forenoon. When informed that no word had been received of her husband, she became hysterical. "Isn't there something that can be done?" she pleaded. "Can't you send steamships out to search for life-boats which may yet be afloat?"

She was told that every steamship within the zone of wireless had been requested to give assistance. After she had been assured that she would be notified by telephone as soon as any word came from the Carpathia or the Olympic, Mrs. Guggenheim was assisted to her automobile and returned to her hotel.

A MONSTER SHIP.

Largest Vessel in the World and Costing Ten Million Dollars.

The Titanic was due to arrive in New York yesterday afternoon and, had not the tragedy occurred, would doubtless have arrived on schedule. for she was making excellent time. The mammoth ship was more than four city blocks in length or 832 1-2 feet. Her tonnage was 64,328 tons. If stood on end the steamship would have been 181.7 feet higher than the Metropolitan Life tower and 270 feet higher than the Singer building in New York.

Twenty-two years ago when the armored cruiser Saratoga, then the New York, went into commission, she was considered, and was, one of the crack fighting ships of the world. The Titanic was bigger by more than 5,000 tons than would be a cruiser five times as big as Sampson's flagship, the new York, at the battle of Santiago. She was more than 6,000 tons bigger than a battleship, twice as large as the great dreadnought Delaware.

The following table shows the tonnage of the Titanic in comparison with the eleven largest liners now engaged in trans-Atlantic trade:

Titanic (White Star) 46,328

Olympic (White Star)	45,324
Mauretania (Cunard)	32,000
Louisitania (Cunard)	32,000
George Washington (N. German Lloyd)	27,000
France (French Line)	27,000
Kaiserin Auguste Victoria (Hamburg-American)	25,000
Adriatic (White Star)	24,541
Rotterdam (Holland-American)	24,170
Amerika (Hamburg-American)	22,500
Kronprinzessin Cecile (North German Lloyd)	20,000

The titanic was a four-funneled boat, the great stacks rising a fraction over 81 feet above the upper deck, while the distance from the top of the funnels to the lower deck was 175 feet. The passenger accommodations were among the most gorgeous of any ship ever built. There were many innovations for travelers. Those who could afford it might have a private promenade deck for themselves. These latter were in connection with some of the finest suites, and the Titanic was the first vessel to offer this additional luxury.

The Parisian cafe and the palm room were other features. In the main dining-room 600 passengers, the population of a good-sized village, could dine in comfort at the same time. In addition there was a French restaurant where 200 more might dine a la carte. Then there were Turkish baths, a swimming pool, a finely fitted gymnasium and a squash racquet court.

FARM AND SOCIAL LIFE.

One of the chief arguments of the women who are promoting the "Atlantic to Pacific Highway" movement is that such a road would give employment to thousands of men and would mean "fuller and more complete social life on the farm." Here we have an abstract theory misapplied to a concrete project.

There can be no dispute of the proposition that the building of such a road, at the cost of many millions of dollars, would supply work to thousands of men. But so would the same amount of money expended on many smaller, but far more useful, roads all over the country. Therefore, that argument, as a specific one for this particular project, has no weight.

The other proposition, that good roads give better social life in rural communities is indisputable. The error lies in applying a general proposition to a specific project. The farmers so fortunate as to live along the line of this great national boulevard would indeed enjoy better social opportunities. They could see the automobiles go by, and could use the road themselves to go to church or town entertainment, and, what is also well, to market their crops more cheaply.

But think how vastly greater a number of farmers could be benefited socially by expending this large sum in local roads all over the country, than in concentrating it upon a

grand boulevard, which, so far as its benefit to farmers is concerned, would be helpful to so few.

Our tendency to be grand and showy, instead of practical, is a strong one. We can get up enthusiasm over a great national highway—though the name of Lincoln is being called upon to help create it,—but we cannot be induced to spend the same amount of money on the far more desirable local roads, which are the real arteries of rural life and farm sociability.—Missouri Journal of Agriculture.

Although the song-bird doth delight The ears of many men, The farmer's wife would rather hear The cackle of the hen.
—Vermont Union Journal.

The vicar had been suddenly ill and his church warden was in great difficulty about getting a substitute, when the bishop of the diocese kindly offered to take the Sunday services himself. The church warden, wishing "to do the right thing," at the close of the service, went up to the bishop and, after thanking him, stammered out: "A poorer preacher would have done for such folk as us, your lordship, but we were unable to find one!"

"There's no coal left in the cellar, ma'am."
"Why didn't you tell me before, Mary?"
"Because there was some, ma'am."

More Time Given

The time for sending in Clubs at the old club rate has been again extended and we will allow two weeks time, until May 1st. to finish up clubs already started, as well as the making of new clubs.

Many locals have not held a meeting until recently, on account of the bad weather, and for this reason, have been unable to get all their members together, and we are again extending the time for these locals.

If your club has not been finished, get to work on it at once, as we cannot hold this proposition open longer than May 1st.

All those who have sent in clubs can add new names at the clubbing rates.

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